

Freight Advisory Board Meeting

January 15, 2013



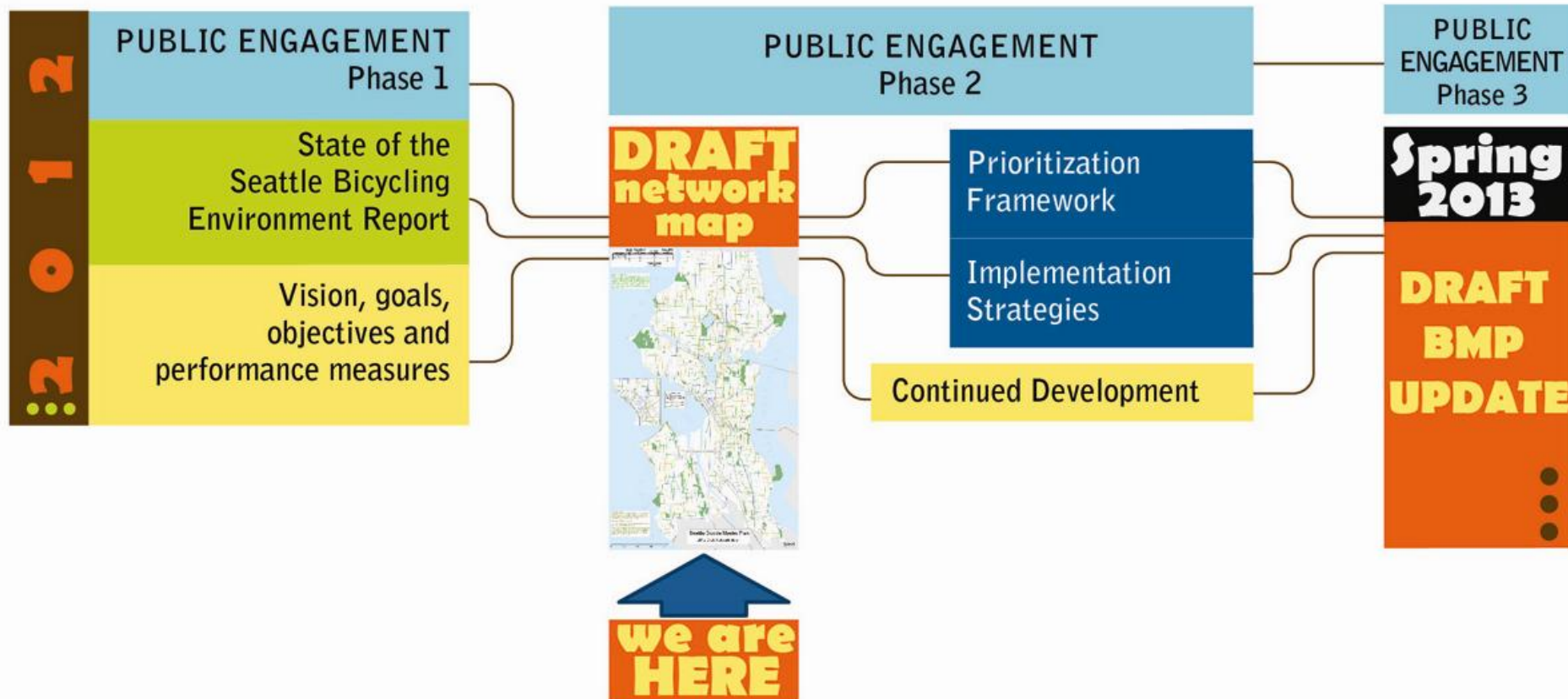
AGENDA



- BMP update roadmap
- Draft network map development
- Discussion of Major Truck Streets/multi-modal corridors
- Next steps



BMP Update Roadmap



Draft Network Map Development

Purpose: to update the bicycle network map in a manner that is consistent with updated plan vision, goals and objectives

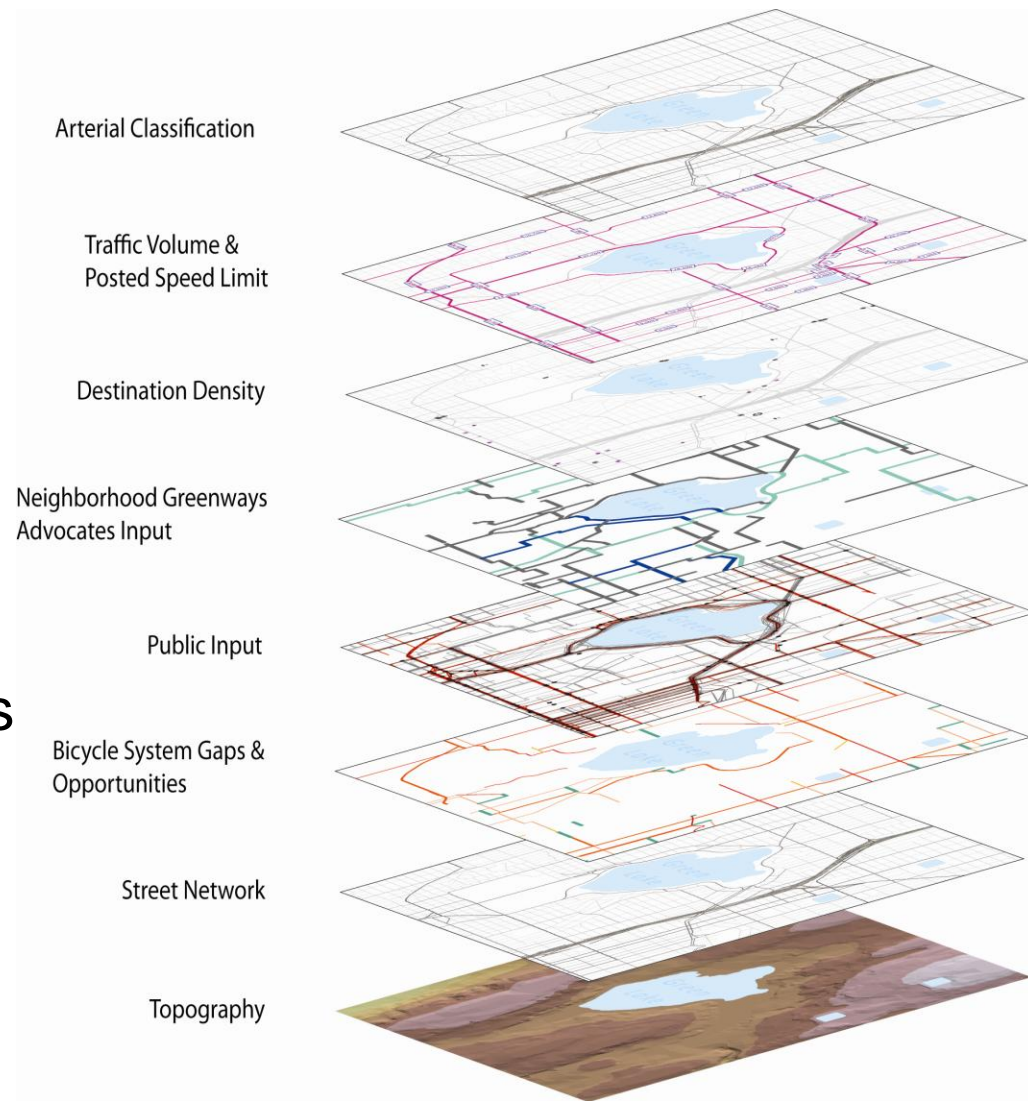
- Principles:
 - Consider land use (destinations and demand rankings)
 - Emphasize network connectivity
 - Improve conditions for bicyclists of all ages and abilities



Draft Network Map Development

Network map update approach

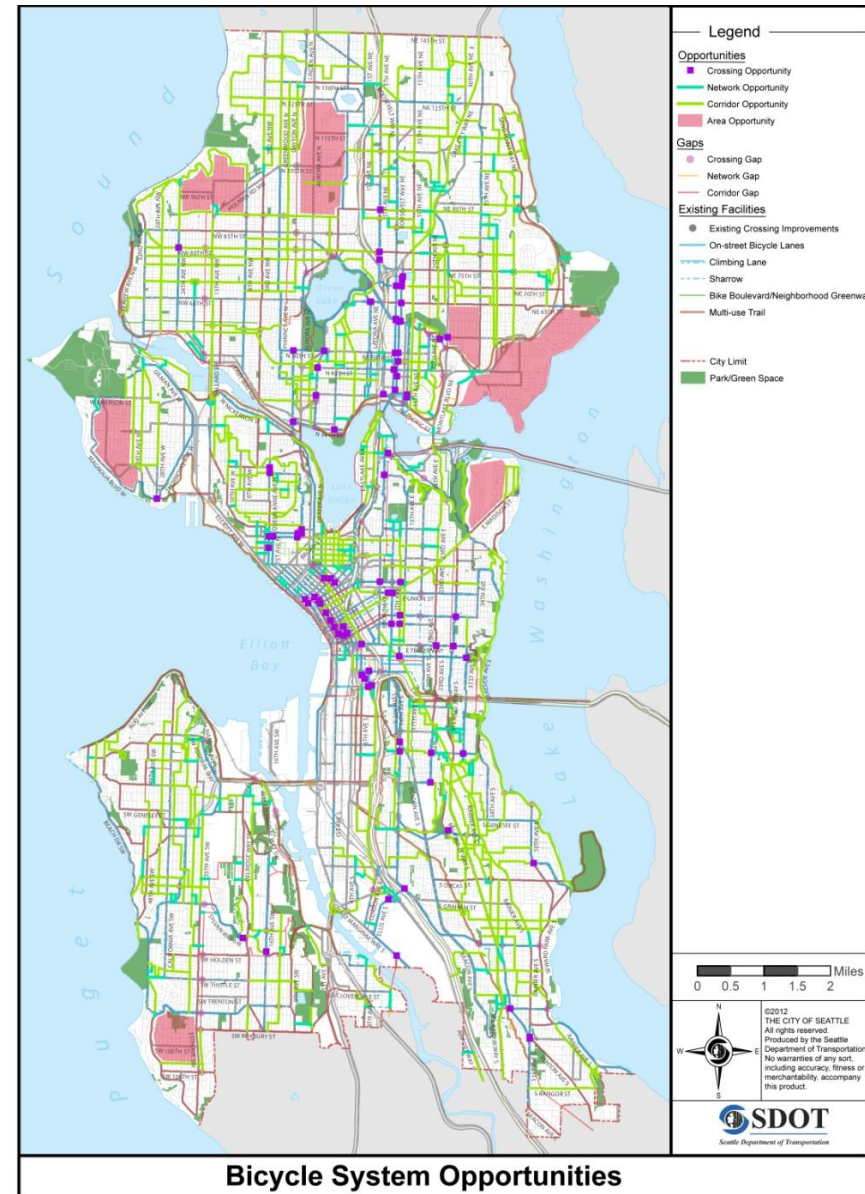
- Step 1:
 - Data and inputs:
 - 2007 BMP recommendations
 - Gap analysis
 - Identified opportunities
 - Demand/land use destinations
 - Topography
 - Public input
 - Policy framework



Draft Network Map Development

Network map update approach

- Step 2:
 - Developed a draft network representing the ‘universe of possibilities’ based on step 1
 - Have a bicycle facility within a quarter-mile of every household



Draft Network Map Development

Network map update approach

- Step 3:

- Recommend facility types

- Update facility types:

- Condense the legend in updated network plan map (current legend is very complex and too directive)

- Proposing a tiered facility approach

- Encourages facilities that will work for bicycle riders of all ages and abilities
 - Allows for some design flexibility based on local conditions and changes to design standards

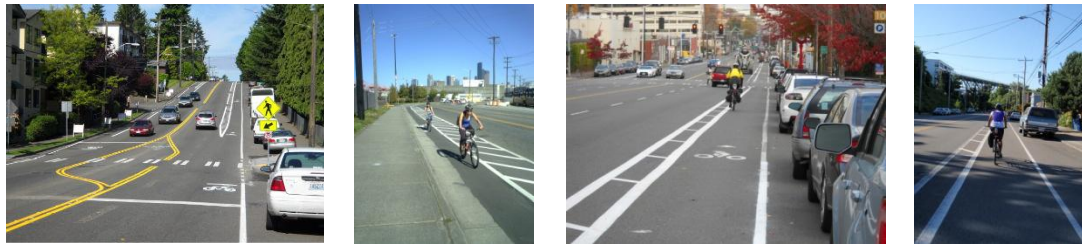


Draft Bicycle Facility Toolkit

- Enhanced street – neighborhood greenways



- In street, minor separation – bike lanes and buffered bike lanes



- In street, major separation – cycle tracks



Draft Network Map Development

Preliminary Draft Bicycle Facility Designation Criteria

Generalized Bicycle Facility Designation	Detailed Bicycle Facility Designation	Speed Limit (mph)	ADT (vehicles per day)	Street Classification
Enhanced street	Neighborhood Greenway	25 or less	1,500 or less	Non-arterial
	Shared lane pavement marking	25	To be used due to ROW constraints or downhill	Non-arterial and Collector/minor arterials
In street, minor separation	Bicycle lane	25-30	8,000 or less	Collector arterials
	Buffered bicycle lane	25-30	15,000 or less	Collector/minor arterials
In street, major separation	Cycle track (raised or with barrier)	30 and greater	15,000 and above	Minor/principal arterials
Off-street	Multi-use trail	N/A	N/A	N/A



Draft Network Map Development



Multi-Modal Corridors — (highlighted in yellow)

The map designates some areas as multi-modal corridors, based on:

- Priority transit corridors identified in the City's Transit Master Plan (TMP)
- **Major Truck Streets (key freight routes)**
- Will require more analysis about potential to build a bicycle facility on that street or a parallel street

Part of the scope of work will include more analysis of these corridors



Draft Network Map Development

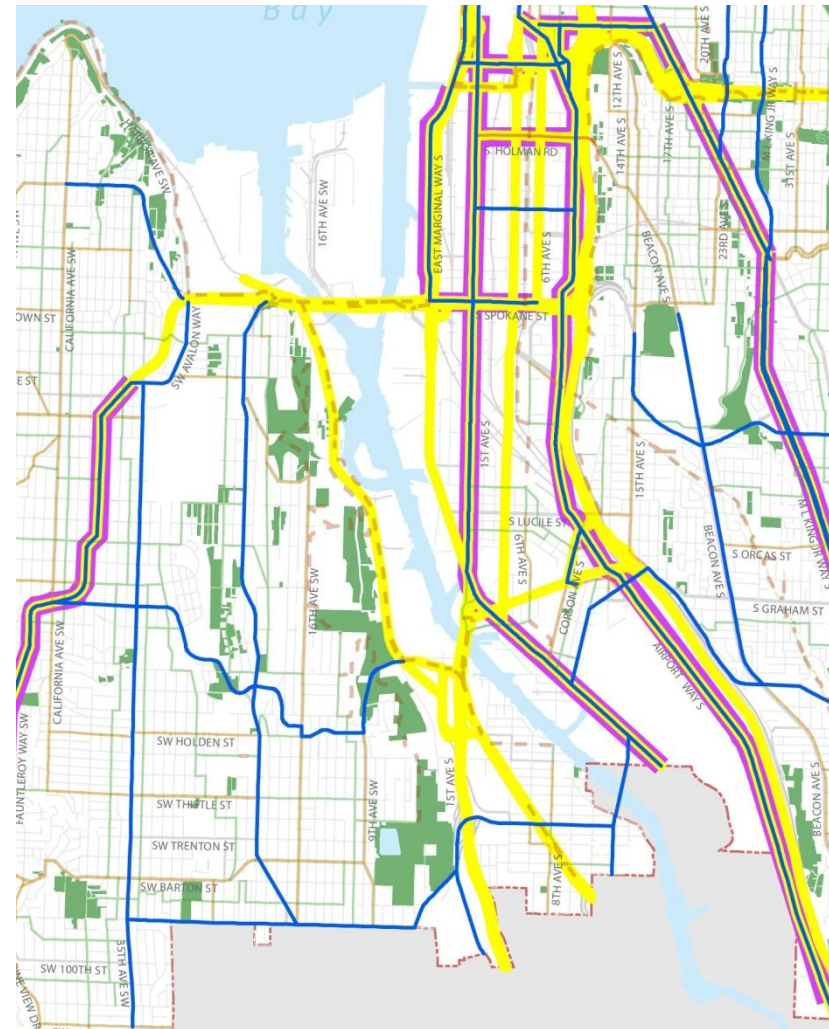
Major Truck Streets (MTS) — (highlighted in yellow and the overlap with bike facilities in purple/yellow)



2012 Proposed Bicycle Network Proposed Street Designation

- Off street
- In street, major separation
- Enhanced Street
- In street, minor separation
- Major Truck Streets**
- Areas of overlap**

- MTS in Seattle = 142 miles
- MTS overlap with a proposed bicycle facility = 36.5 miles



BMP Update Next Steps

- The comment period on the draft map and other draft materials is open until Thursday, January 31.
- Draft network map will be revised based on public comments and further analysis
 - Will be more work on bicycle facility and intersection toolkit, crossing issues, and multi-modal corridors
- Find the draft materials here:
http://www.seattle.gov/transportation/bikemaster_materials.htm
- Project email address: bmpupdate@seattle.gov

